

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4027

晚三月七日十三時光

TUESDAY, AUGUST 23, 1904.

二拜禮

第三十一月八英香港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Ven 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCANCELLED " 6,000,000
RESERVE FUND " 9,320,000

Head Offices—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " 3 " 4 "
" TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND HANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS. \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. Hon. R. Shewell.
Hon. W. J. Gresson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellin, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNT.
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ Per
Cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,400
Paid up Capital £ 324,574

HEAD OFFICE—HONGKONG.

Board of Directors:
Creasy Ewens, Esq. Kwan Fung Kuk, Esq.
J. Focke, Esq. C. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 2nd August, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES: Berlin Calcutta Hankow
Tientsin Tsin-tau (Kiautschou)

GERMAN BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 11th August, 1904. [25]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LAMBETH STREET, E.C.

HONGKONG BRANCH—PRINCES BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES—New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila; Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotzu, Sasebo, Mikko (Hakodate), Tsin-pan, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I.Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armadas, and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROMOTORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hakoku, Honda, Ichimura, Kanbara, Mameda, Manoura, Osumi, Otsuji, Sasebo, Tepakuro, Yashio, Yankibara and other Coals.

S. MINAMI, Manager, Hongkong.

[26]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI and KOBE.	FORMOSA	August 24th, 10 A.M.	Freight and Passage.
(Passing through the Inland Sea).	E. H. W. Snow		
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON, AND AGENTS ALL OVER THE WORLD.	CHUSAN	About 25th August	Freight and Passage.
LONDON AND CONTINENTAL BANKERS:	COROMANDEL	August 27th	See Special Advertisement.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S BANK, LTD. CREDIT LYONNAIS, DRESSENER BANK, COMPTOIR NATIONAL D'ESCOMpte DE PARIS, &c.	JAVA	September	Passage.
SINGAPORE, PENANG, COLOMBO, and PORT SAID	S. Bachman		

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd August, 1904. [14]

Intimations.

Bovril is an ideal food for the strong and the weak. Bovril imparts extra vigor to the healthy, greater strength to the ailing. Bovril is, moreover, a true friend in the kitchen. It adds nourishment, and gives a delightful "twang" to soups, sauces, gravies and entrees.



TRADE MARK.

TELEPHONE NO. 135.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL

Hongkong, 15th April, 1904. [14]

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 , , , 12/1

KRUSE & CO.,
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [178]

This space is reserved for

LONG HING & CO.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [146]

PO CHEUNG & CO.,

昌寶

14, QUEEN'S ROAD CENTRAL

FURNISHERS AND UPHOLSTERERS,
GENERAL DOMESTIC GOODS, &c.,
COUNTERS, PARTITIONS, FITTINGS, &c.,
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 460.

Hongkong, 16th August, 1904. [183]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [166]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round-trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W. PARMENTER, Proprietor.

"ASAHI BEER."

BEER OF THE RISING SUN.

BREWED BY

THE OSAKA BEER BREWING CO., LTD.,
OSAKA, JAPAN.

Telephone

No. 75.

In Cases of 4 doz. bottles.

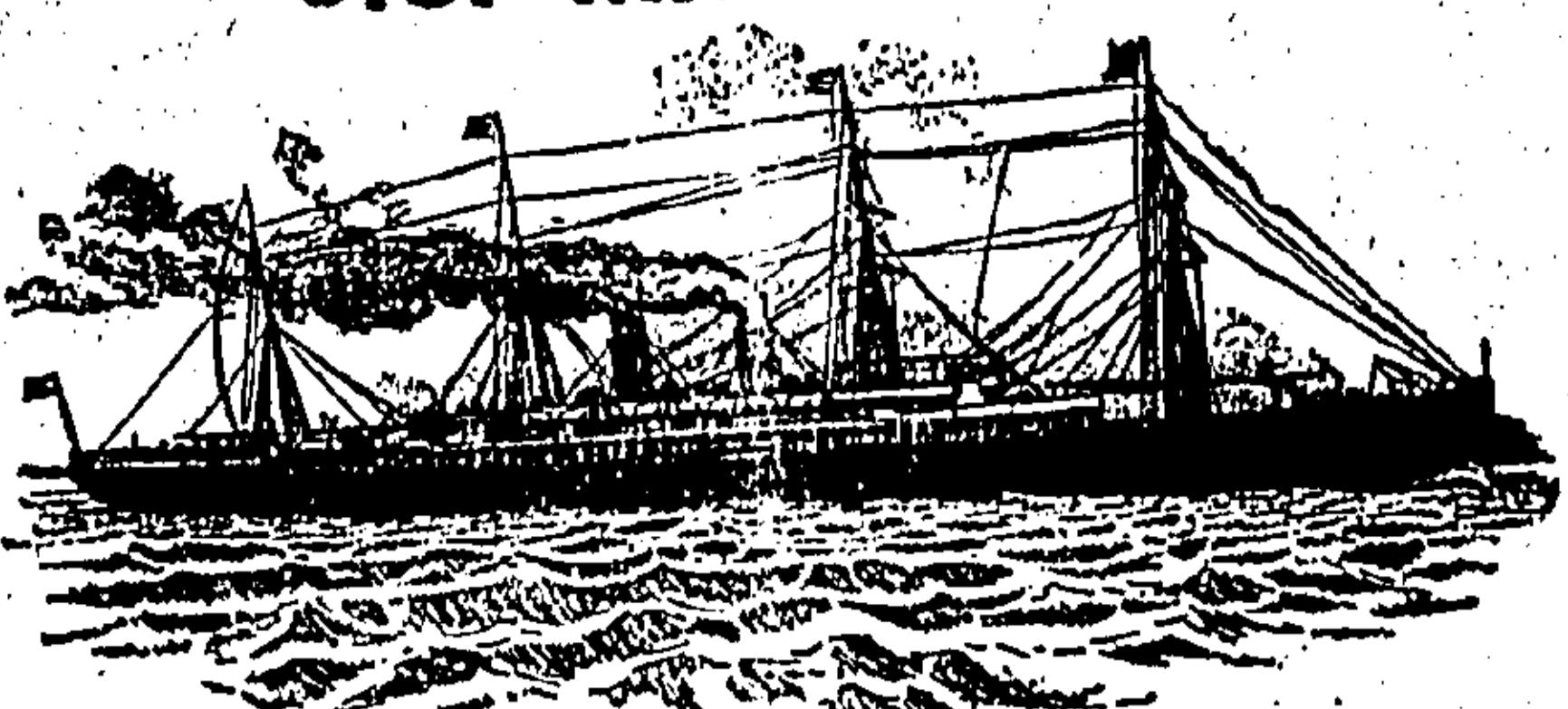
" " " 8 " "

CALDECK, MACCRECOR & CO.,
SOLE AGENTS.

Hongkong, 20th August, 1904. [14]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons	WEDNESDAY, 24th August, at Daylight.
"MONGOLIA"	13,639	SATURDAY, 31st September, at Noon.
"CHINA"	5,060	THURSDAY, 15th September, at Noon.
"DORIO"	4,784	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	SATURDAY, 8th October, at Noon.
"KOREA"	11,276	TUESDAY, 1st November, at Noon.
"COPTIC"	4,352	"
"AMERICA MARU"	6,300	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 24th August, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 23rd August, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons, WEDNESDAY, 24th August.

" " "EMPERESS OF JAPAN" ... 6,000 " WEDNESDAY, 21st September.

" " "ATHENIAN" ... 2,440 " WEDNESDAY, 12th October.

" " "EMPERESS OF CHINA" ... 6,000 " WEDNESDAY, 19th November.

" " "TARTAR" ... 4,425 " WEDNESDAY, 26th November.

" " "EMPERESS OF INDIA" ... 6,000 " WEDNESDAY, 16th November.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £6.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail 642. " 642.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 10th August, 1904.

STEAMERS DESTINATIONS SAILING DATES.

SPEZIA (ex BAMBERG) HAVRE and HAMBURG. { 30th August. } Freight.

Mitslaff { Calling at S'PORE, PENANG & COLOMBO. } Freight.

ANDALUSIA HAVRE and HAMBURG. { 11th Sept. } Freight.

Filler { Calling at S'PORE, PENANG & COLOMBO. } Freight.

SAMBIA HAVRE, BREMEN and HAMBURG. { 20th Sept. } Freight.

Lüding { Calling at S'PORE, PENANG & COLOMBO. } Freight.

SCANDIA (ex KÖNIGSBERG) HAVRE and HAMBURG. { 3rd October. } Freight.

Behrens { Calling at S'PORE, PENANG & COLOMBO. } Passengers.

SUEVIA HAVRE and HAMBURG. { 18th October. } Freight.

von Döhren { Calling at S'PORE, PENANG & COLOMBO. } Freight.

BRISGAVIA HAVRE and HAMBURG. { 1st Nov. } Freight.

Schülke { Calling at S'PORE, PENANG & COLOMBO. } Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 20th August, 1904.

GO TO THE

KOWLOON HOTEL,
KOWLOON.J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,303 tons	Captain R. D. Thomas.
" " "POWAN"	2,328	G. F. Morrison, M.R.N.
" " "PATSHAN"	2,350	W. A. Valentine.
" " "HANKOW"	3,073	B. Branch.
" " "KINSHAN"	2,800	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 1.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
-----------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	88 tons	Captain J. Wilcox.
---------------	---------	--------------------

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

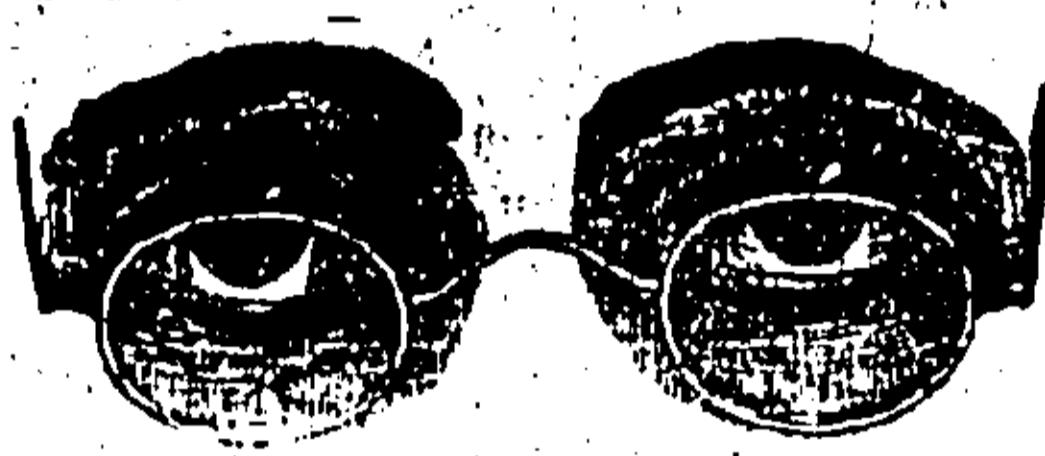
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

[13]

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

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NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE; as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904.

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PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., etc., all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367 Depôt, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,

General Manager.

Hongkong, 20th May, 1904.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 24th August, 1904, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street, 200 Cases GIN, 78 Cases GERMAN BEER, 11 Cases FRANKFORT SAUSAGES, 1 Case LIVER PIE, 13 Boxes HAVANA CIGARETTES, AND 12 Cases SALT, 7 Cases SHIPS CHANDLERY.

TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 23rd August, 1904 [963]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-MORROW, the 24th August, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET, A COLLECTION of JAPANESE CURIOS and SILVERWARE, Comprising:—

FINE OLD SATSUMA JAR, very fine IMARI PLATES, IMARI PORCELAIN, OLD NISUKIS, INLAID SWORD GUARDS, FINELY CARVED CABINETS (Red Lacquer and Gold inlaid), LACQUERED PANELS, RED LACQUERED STANDS and BOXES, SILK EMBROIDERED SCREENS, BROCADED PURSES, &c., &c.

AND A Few Specimens of JAPANESE SILVERWARE.

On view from TUESDAY, the 23rd August. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.
Hongkong, 23rd August, 1904. [953]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 24th August, 1904, at 3 P.M., at their Sales Rooms, No. 8, Des Vœux Road, (Corner of Ice House Street).

THE British Screw Steamer "H. O. C. H. N. G." Built in London in 1879. Length over all 175 feet, Breadth 26 feet, Depth 8 feet, Gross Tonnage 500, H. l. nominal 200, Cylinder 28 in. by 48 in., Stroke 22 in. Revolution of Engines per minute 30, Working Pressure 60 lbs. 3 Donkey Engines and One Winch. She has a Government Licence to carry 400 Passengers.

TERMS:—As usual.

For Further Particulars, apply to—
HUGHES & HOUGH, Auctioneers.
Hongkong, 23rd August, 1904. [910]

PUBLIC AUCTION.

THE Undersigned have received instructions from W. T. PUDDLEPHA, Esq., to Sell by PUBLIC AUCTION,

ON

FRIDAY,

the 26th August, 1904, at 2.30 P.M., within his residence, No. 3, Lyceum Villas, Kowloon,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:—

DOUBLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBES WITH BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO-COVERED ARM CHAIRS, TEAKWOOD-SIDEBOARD with GLASS, DINNER WAGGON, DINNER SERVICE, GLASSWARE, MARBLE-TOP BLACKWOOD FLOWER STANDS, PICTURES, COOKING STOVE and UTENSILS, &c., &c.; ALSO

2 COTTAGE PIANOS, one by Dunno, Ellis & Hill, London, and the other by Julius Bernhard Schroeder, Magdeburg, (both in good order and condition);

AND A Quantity of PALMS in POTS.

Catalogues will be issued.

TERMS:—As usual.

N.B.—Most of the above Furniture is Martin's make.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 22nd August, 1904. [952]

Entertainment.

HONGKONG VOLUNTEER CORPS.
A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS, on SATURDAY, August 27th, at 9 P.M.

Tickets \$2 and \$1. May be obtained from Kelly & Walsh or Volunteer Headquarters.

If wet, the Concert will take place at the Theatre, City Hall.

Hongkong, 22nd August, 1904. [959]

Insurance.

NOETZ GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are permitted to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 25th May, 1904. [952]

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.
Hongkong, 17th August, 1904. [943]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the submitted Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,

EDWARD OSBORNE,
Secretary.
Hongkong, 19th August, 1904. [933]

A. S. WATSON & CO., LIMITED.

ISSUE of 30,000 NEW SHARES of \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 each.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be disposed of by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Building or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of ONE POUND and TEN SHILLINGS STERLING PER SHARE of \$125 is payable on and after MONDAY, the 22nd day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1904. [957]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and BONUS of 4% per Share for the six months ending 30th June, 1904, declared at Monday's Ordinary Half-Yearly Meeting, will be payable at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 23rd August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 22nd August, 1904. [961]

CHINA SUGAR REFINING COMPANY, LIMITED.

N. O. T. I. C. E.

In accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of FIVE PER CENT for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATTHESON & CO.,
General Agents.
Hongkong, 9th August, 1904. [952]

TELEGRAMS.

(N. C. D. News.)

The Naval Battle off Ulsan.

Tokio, 15th August.

Admiral Kamimura, while on a reconnoitring cruise off Ulsan, south-eastern Korea, encountered the Vladivostok squadron, who were making for the direction of Okinoshima.

Upon seeing the Japanese they attempted to fire, but fire was opened at 5.30 a.m., the *Izumi* (9,800 tons) *Azuma* (9,450 tons) *Takewa* (9,700 tons), and *Wants* (9,800 tons) participated.

The slowest of the Russian vessels, the *Rurik*, was the object of a sharp fire. The *Russia* and *Gromoboi*, being pressed by the Japanese, who were formed in a T shape, caught fire several times.

The *Rurik* began to sink by the stern, on which the *Takachiho* and *Naniwa* (3,727 tons each) approached her, and the other Japanese pursued the enemy; but upon the total sinking of the *Rurik*, they assembled and rescued about 600 Russians. The Japanese casualties were over a hundred.

A despatch from the Emperor warmly appreciates Kamimura's action.

[Ulsan is in Commemoration Bay, a little north of Fusen.—ED.]

Tokio, 18th August.

Admiral Kamimura, being interviewed at the Journalist's Club, Sasebo, said that when he was on his way back from a reconnoitring cruise, he found the Vladivostok squadron ahead of him to the southward, at 5 o'clock in the morning of the 15th inst. in fine weather. They had probably passed close to him in the night.

Had he discovered them an hour later, the enemy might have passed the straits.

The Japanese, flooded by the sunshine, from the north-east, intercepted the enemy then turning north.

Admiral Kamimura does justice to the valour and tenacity of the Russians.

The Japanese rescued even the birds on board the *Rurik*.

The Admiral believes that the *Russia* and *Gromoboi* were put hors de combat, but the Japanese must prepare for desperate manœuvres on their part after they are repaired.

A Raid on a Train of Hungtuses.

Kapantz, 15th August.

On Sunday eighty Hungtuses, led by disguised Japanese, raided a train at Kapantz in order to seize some interpreters charged with being Russian spies, in revenge for what occurred in 1901.

The railway officials interfered in the fight and the spies escaped, the Hungtuses retreating to Haingmuntun to rob the refugees and catch the spies on their way to Mukden.

Three special trains full of refugees are en route to Mukden, and there are now a hundred Imperial troops here.

The railway officials interfered in the fight and the spies escaped, the Hungtuses retreating to Haingmuntun to rob the refugees and catch the spies on their way to Mukden.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT
TO
MIS EXCELLENCEY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMERS.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER.

MANUFACTURERS.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 16th August, 1904.

[35]

TELEPHONE NO. 250.

CABLE ADDRESS: "ACHEE," HONGKONG.

A. E. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.
FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM.
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,
WHITE TURKISH TOWELS
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**
DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.
Hongkong, 8th January, 1904.

[45]

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestocel goods kept.

Agents for Messrs. Allen & Sons' Electrical
Plant and Centrifugal Pumps.

Telephone Address: Telephone—No. 318.

Hongkong, 3rd May, 1904.

[58]

NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Or, if business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
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WEEKLY—\$19 per annum.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 10th August, at Penang, the wife of CHAS A. COOPER, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 23, 1904.

A REJOINDER.

In one of our issues of recent date appeared an article on the indifferent marksmanship on the China Station in which it was stated, by a writer at home, that the poor gunnery of our own men-of-war in these waters had escaped notice. He urged the institution of a prompt and searching inquiry into the causes of the bad performance, and asked how long were we going to permit the gun sight of our fleet to remain in an unsatisfactory condition. We have seen that, compared with last year's return, the ships of the squadron are making very indifferent practice in prize firing, and in proof of the assertion it has been pointed out that the firing of the battleship *Ocean*, which, in 1903, when she had been in commission but a few months, was infinitely better than is the case this year. In fact, her shooting in 1903 was so good that the Naval Commander-in-Chief at Devonport informed the officers and men that the Admiralty had expressed their approbation of the consistent care and attention to gunnery which must have been shown by them during the vessel's last commission in China, resulting in steady improvement in prize firing until, in that year, the *Ocean* stood first in the Navy with both 12-in. and 6-in. guns. A naval correspondent, who has had and still has, exceptional facilities for studying the question, and of watching the prize-firing of the different ships of the China squadron, has read the article in our columns and while not taking exception to its substance points out that in naval gunnery one must not omit to take several points into consideration. Apart from the fact that vessels carry out firing in all sorts and conditions of weather, in prize shooting, only distinct hits count, and as the new target, some twenty feet by thirty feet, is placed 2,400 yards or more away and is fired at from a ship steaming upwards of ten knots some idea can be formed of the requirements for efficient shooting. We recollect on one occasion being present during a competition, and seeing ships make very poor averages with the regulation target, which, had it been the size of an ordinary ship, ninety out of every hundred shots would have penetrated her hull. Whatever results are obtained by the gunners of the navy there seems to be no question that, if the Admiralty would see its way to add to the pecuniary reward of efficient firing, the highly skilled shots, such as the late Petty Officer Grounds, would be greatly increased.

LOCAL AND GENERAL.

It is reported that France is about to establish a station for submarines at Calais.

J. T. BROWN, the famous Yorkshire professional cricketer, has retired, owing to ill-health.

ALFONSO XIII., the youthful King of Spain, will pay a visit to King Edward during November next.

ACCORDING to the Whang-sung *Shimmin* the Japanese are recruiting several thousand Korean coolies. They are intended for military works on the Yalu River.

HERR Licht, the sugar expert, estimates that the production of sugar shows an increase of 290,000 tons. His estimate of the campaign remains unchanged.

A GERMAN-Dutch company has been formed to lay a cable between the Celebes and Pelew Islands, and Shanghai, and Guam, connecting with the American Pacific cable.

Korea Daily News says that the opposition to Mr. Nagamori's waste land scheme continued to be dangerously strong, and the Japanese have determined not to press it at present.

THE dock-labourers at Marseilles, who struck work some time ago, with a view to obtaining better conditions of labour, have resumed work. The masters were beaten and had to concede the men's demands.

THE Prince of Wales has decided to start breeding and racing his own horses. His Majesty the King approves the step, and has given his son a Persian pony and a Florid-II. filly, upon which to found a racing establishment.

THERE were no cases of plague reported during the twenty-four hours ended at noon today.

We have received from the local branch of the Yokohama Specie Bank a most artistic publication containing views of the new bank building at Yokohama.

FOR assaulting the steward of the s.s. *Taman*, and biting his finger, as it was alleged, without cause, a Peruvian seaman, of the same vessel was fined \$15 with the alternative of 7 days.

ACCORDING to a Sasbo dispatch, the garrison at Port Arthur has ceased using solid shot, and are using only shrapnel, from which it is inferred that the supply of the former ammunition is exhausted.

IT is reported from Shanghai that the Japanese Government is chartering a number of vessels of the Ind-China S. N. Co. and of foreign lines, and renewing the expired charters of others, for use as transports and colliers.

SIR John Wolfe-Barry, chairman of the Eastern Extension and Western Telegraph Companies, states that the Eastern Telegraph Company intends to connect by means of wireless telegraphy the outlying islands of the Azores with the company's systems.

THE Washington Supreme Court has allotted £331,471 as prize money for the destruction of the Spanish fleet by Admiral Dewey's squadron at Manila. One half of this amount will be paid to the officers and crews of the ships engaged in the fight, and the remainder will go to the credit of the Naval Pension Fund.

HIS Majesty the Emperor of Japan on the 12th August despatched a gracious message to Admiral Togo, Commander-in-Chief of the United Fleet. It runs thus:—We highly appreciate the actions of the United Fleet under your command, which engaged the main force of the Squadron off Port Arthur and inflicted not a little damage upon their warships.

REFERRING to his recent promise to introduce a measure of self-government for the Transvaal during 1905, Mr. A. Lyttelton, Secretary of State for the Colonies, stated, in the House of Commons, that it would not be possible to give details of the scheme this session. Nor would it, he added, be possible to delay taking some action in the matter until Parliament had re-assembled.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 21st August, 1904:—

	Library	Museum
Non-Chinese.....	270	93
Chinese	96	1,598
Total.....	366	1,691

MESSRS. Bush Bros. of Newchwang have entered into a contract with the Japanese authorities to alter the gauge of the railway in that neighbourhood to suit the rolling stock the Japanese have brought with them, by setting in one of the rails, as far as the Japanese occupation may extend. The same enterprising firm which formerly did a large business of the same kind with the Russians is also under contract to unload all vessels with stores, pay coolies, stevedores, etc.

TIENTSIN and Cheshoo papers, with dates to the 11th and 12th inst. respectively, state.—Harmston's Circus is being greatly appreciated in Tientsin.—The government glass factory at Peking is to turn its attention to brickmaking.—Japanese engines and rolling stock have arrived at Newchwang for the Newchwang-Tashihchiao line.—The object of the Poi Arthur squadron was to help in the establishment at Vladivostok of a base whence supplies could be taken to the Russian armies in Manchuria.

THE inventive genius of anonymous correspondents surpasses all understanding. This morning a type-written paragraph headed "An appreciation," and purporting to be a report of a presentation of a gold watch and address to a certain well known resident found its way to this office and, subsequently, to the rubbish heap. Had it been accompanied by the writer's name and address we might have returned it with the usual "D.C.T." at the same time advising the correspondent not to waste his or our time in submitting senseless "stuff" which is tossed aside without further thought.

THE following telegraphic information, dated the 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch en Landbouwexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum..... 65,000
Crude Petroleum in Tanks at date..... 130,000

Cases, Kerosene made since the date of the preceding monthly telegram..... 65,000
Cases, Kerosene shipped since the date of the preceding half-monthly telegram..... 61,000
Cases, Kerosene in Stock at Refinery at date..... 71,000

INQUIRIES have been received recently from Hongkong as to the feasibility of obtaining tame swamp buffalo in the Northern Territory, says a Port Darwin exchange. These animals would appear to have been dying off up East in thousands from the effect of rinderpest, and the immediate cause of the above mentioned inquiries are tenders which have recently been called in Hongkong by the American authorities for supplying a number of buffalo for transport work in Manila. Given a good demand, the breeding of swamp buffalo on the coast lands of the Territory—where experience proves that they thrive marvellously—ought to prove an even more profitable undertaking than the wholesale destruction of the wild animals which has now been going on for many years past. This hint might be worth the serious attention of some of our buffalo breeders.

THE Prince of Wales has decided to start breeding and racing his own horses. His Majesty the King approves the step, and has given his son a Persian pony and a Florid-II. filly, upon which to found a racing establishment.

Le Temps, the French newspaper, reports that new gold discoveries have been made in the vicinity of Atanannivo, in the island of Madagascar. The reef formation is said to be analogous to that found in the Transvaal.

A SHOPKEEPER of 124 Shaukiwan, was charged with falsifying his accounts, for the purpose, as it was alleged, of defrauding his partner, and covering up his own defalcations. The case was remanded for both sides to collect their evidence.

THE Naval Government has dismissed Major Silburn from the Militia staff. Charges analogous to those which caused the dismissal of Major-General the Earl of Dundonald from the command of the Canadian militia forces were preferred against Major Silburn.

IT is learned that a new modern hotel for Chinese will be established by a Cantonese in Swatow, in the 8th moon of this year. Everything, including the furniture in the hotel, will be foreign and up to date. The charge per day only ranges from \$1 to \$3.—Ex.

IN eight matches played on the 18th, 19th and 20th ult., 8,574 runs were scored. In the match between Essex and Derbyshire, Essex made only 97 in the second innings, Derbyshire winning by nine wickets. Lancashire heads the counties, having won 12 matches, and lost none. Yorkshire has won eight, and lost one.

AT Nottingham George Marshall, solicitor, of Retford, was found guilty of having appropriated to his own use about £12,000 belonging to the Duke of Newcastle. The jury recommended the prisoner to mercy on account of his age, and the Duke of Newcastle also pleaded for leniency. A sentence of five years' penal servitude was passed.

ACCORDING to the *Bullettino delle Finanze*, the Italian General Navigation Company have decided to extend their present Bombay-London service on to Shanghai. This step is being taken owing to representations made by the Italian commercial agent in China, and some leading traders. The extension of the service will take place in September.

SIBERIA will apparently be one of the countries of the future. According to a recent visitor, it contains some of the richest wheat lands on earth, and it abounds in coal, iron, and gold. Being one-third larger than the United States, it will support a vast population. The present war will, of course, terribly hamper its progress and development.

THE polo match at the V. R. C. enclosure yesterday evening between the Sherwood Foresters' team and that of the Royal Garrison Artillery resulted in the easiest win for the latter. The Artillery put the ball into the net less than ten times, whilst Robin Hood's men were credited with absolutely nothing. It was in connection with the Shield Competition.

THE following are the comparative values in gold dollars of the exports of the principal staples from the U.S. to China and Hongkong during the eleven months ending the 31st of May, 1903 and 1904:—

To China:— Cotton..... 13,203,390
Cloths..... 1,770,020
Oils..... 3,566,900
Flour..... 4,221,312

To Hongkong:—
1903..... 41,328
1904..... 44,019

1903..... 1,537,147
1904..... 1,921,091

1903..... 4,401,221
1904..... 4,519,742

To China:— Mineral..... 264,922
Oils..... 280,667

To Hongkong:—
1903..... 4,221,312
1904..... 4,519,742

To China:— Wheat..... 1,770,020

To Hongkong:—
1903..... 264,922
1904..... 280,667

To China:— Faconier..... 1,770,020
To Hongkong:—
1903..... 264,922
1904..... 280,667

To China:— Fauconier..... 1,770,020
To Hongkong:—
1903..... 264,922
1904..... 280,667

To China:— Fauconier..... 1,770,020
To Hongkong:—
1903..... 264,922
1904..... 280,667

To China:— Fauconier..... 1,770,020
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To China:— Fauconier..... 1,770,020
To Hongkong:—
1903..... 264,922
1904..... 280,667</

TELEGRAMS.

(Reuters.)

The Defence of Port Arthur.

London, 21st August.

The Tsar has telegraphed to General Stoezel that he is convinced the garrison will uphold the glory of Russian arms by their unbounded bravery.

More Russian Reserves Called Out.

Reuter's St. Petersburg correspondent wires that all Russian reserve officers have been called out by an Uscak.

The War.

The Japanese cruisers *Chitose* and *Tsurushima* have defeated the *Novik* and forced her on shore at Korsakov, Saghalien.

The *Diana* has arrived at Saigon.

THE CHINESE LIBEL CASE.

The further hearing of the action brought by Chan Lai Ng against Chan Po Sun for the recovery of \$1,000 damages for alleged libel was continued in the Supreme Court this morning, before His Honour T. Sercombe Smith, Puisne Judge.

Mr. E. H. Sharp, K.C., (insisted by Messrs. Denton, Looker and Fenton) again appeared for the plaintiff, and Mr. J. Hastings represented the defendant.

A number of witnesses were recalled and further examined, and the case was adjourned until to-morrow morning at 10.15.

S.S. "CRANLEY."

The s.s. *Cranley*, which stranded at Ukaichi, about seven hours from Kobe, Japan, on the 10th ulto., and has been refloated, arrived in Hongkong this morning for the purpose of being docked and repaired. The vessel, belonging to the Century Shipping Co., was caught, on the 10th ulto., in a typhoon and stranded, but as she went on a soft, sandy shore she did not sustain much damage. Several plates were strained, and part of the frame, but this is believed to be more due to strenuous efforts made to get her off. At the time when she went ashore there were some other five vessels also stranded in the vicinity. The s.s. *Cranley* is a steel, screw steamer of 4,614 registered tonnage, Captain Sheldrick, and after her docking and repairs, will be fitted out for the coolie emigration trade to South Africa, for which service she has been chartered, to follow the s.s. *Lothian*.

FLOUR FOR JAPAN.

Mr. Sutor, the Commercial Agent in the East, reports to the Minister for Agriculture, N.S.W., that Messrs. W. H. Gill & Co., of Kobe, will gladly take in New South Wales flour if it can be supplied at suitable prices. Mr. Sutor says the quotation for American "Straight Club Grade" has been at £7 15s. per ton c.i.f., and "Blue Stem" at £8 per ton c.i.f. The Commercial Agent suggests that flour-millers and merchants catering for the East should adopt trade marks that are likely to be easily recognised, and each trade mark could be registered for the Japanese market by the firm in question. It is very important, he says, to always keep up the standard of the flour that may be registered under any trade mark, and special attention is invited to this matter.

FLOATING EXHIBITIONS.

In the *North China Daily News* of the 19th inst., a correspondent, evidently writing from personal observation, advocates the "floating exhibition" as an advertising medium on the inland waters of China. There is nothing, he says, to prevent enterprising merchants to purchase or hire small steamers and fit them up with show cases in which firms could arrange to exhibit goods and send one of them at least on a trial trip. He points out that many of the manufacturing firms at home would be willing to send their agents here small working models of machinery and industrial plant to place in a floating exhibition, if the matter were taken up seriously and backed by Consuls, Chambers of Commerce, and the China Association.

A working model is shown to Chinese is sufficient to impress upon their minds the usefulness of the article of which it is a model, and then an ingenious interpreter can persuade the Chinese that such machinery, instrument, or plant has in some roundabout way been referred to in the classics and that the local merchant should go in for this modification of an old Chinese idea.

Demonstrations to local officials, bankers, and merchants would make them familiar with the goods and brands, or chops, and we know that familiarity breeds custom and custom begets business. There may be nothing in the idea and yet there may be a lot, at least the cost would be little and no possible injury could accrue to any class of business by trying to push wares in this—the simplest way. A few energetic taipans could soon find ways and means for a trial experiment.

THE PRICE OF LANGKAT OIL.

A Taiping correspondent recently forwarded the following letter to the *Perak Pioneer*:

"It does seem ridiculous that the price of Langkat oil should be \$1.75 as charged by a shop in Taiping, when it is to be had at the Shell Trading Co.'s oil tanks for 75 cents without, or 90 cents with the tin. This information was given me by the engineer in charge, a few days ago. This, coupled with the fact that the dollar is worth practically 2 shillings, should induce the oil-consuming public of Taiping to club together and import their oil from the oil tanks at Butterworth. The shop-keepers were

THE WAR.

STRIKING EPISODE

PICTURED BY THE PEN.

A thrilling account of the attempted escape of a Japanese crew from the harbour of Port Arthur, after they had sunk a merchant ship in the roadstead, is given by a Russian correspondent, who describes the incident as one of the most striking episodes of the war. "From one of the merchant ships destined to block Port Arthur," he writes, "a little boat put out with a crew of eight men. Their oars were raised as a salute. 'It is impossible for us to leave them alive,' said an officer 'because they will show the way into the harbour to our enemies! Thousands of shells and bullets commenced to fall around the little boat. But the men with the oars did not falter, they continued to work quietly. 'They will escape!' was the exclamation of an officer. 'Oh, no. How is it possible?' was the reply. The boat suddenly shot behind one of the merchant ships, and we imagined how it was directing its course at the rear of the black mass. As soon as their oars reappeared in the open space they will provide an easy mark. In the struggle of a little boat to escape from hundreds of machine guns and heavy guns there is real tragedy. Even those who strive to reach them with bullets unconsciously think, 'I should like them to escape!' They appear once more. The oarsmen are fewer, and those who remain do not work as before. There are some killed and others wounded in the boat; the guns are silent; it is not worth while to fire upon the unfortunate boat. But the machine guns continue working—it is their gloomy fate! There are two Generals on the Electric Hill, and they are full of the martial instinct. One of them takes a rifle from a soldier, the same General who two hours ago spoke to us about two girl relatives to whom he had given shelter in his house. At the time we thought what a soft heart this man possesses. Now he is trying to get a correct aim. Crack! One of the oars ceases to work. The Japanese sailor who held it has dropped his head, and no longer moves. The laurels of this General raise the spirits of the other. General X has gained a reputation for the excellence of his rifle shooting. A soldier hands him a rifle. Crack! Another oar falls into the water, and the boat proceeds slowly forward. Another crack from each of the Generals. You can see through the binoculars how hard this unfortunate boat struggles for liberty. It is jerked forward as though it were seized with a deadly convulsion. Then it stops. . . . Only three oars are working now—two then the boat commences to drift away. All the oarsmen have dropped their heads. One of them is looking into the water. What does he see there? The man with glazed eyes? One of the crew is lying alive in the bottom of the boat convulsed with agony. The current sends the boat shoreward, nearer and nearer the Electric Hill. 'Not one soul,' says General Y. And the small boat with the dead bodies drifts along the shore quietly. It is brought to land, and remains there. The water leaks through the bullet holes in the stern, and the big waves push the boat forward on the white sand. The machine guns are silent—the batteries are at rest!"

THE CRUISER "CZAREWICH."

The C. N. str. *Chinhuia* arrived at Shanghai from Chefoo via Kiaochow last night, says the *Mercury*, and from inquiries made on board, we learn that there is a report current in Kiaochow that the Russian cruiser *Czarewitch* has been torpedoed somewhere in the vicinity of the foremast and that is given as the reason for her not having left the port. The foremast was struck below decks by a shell which has caused it to cant over at an angle of about four degrees; the mast has been stayed on the starboard side with heavy tackles to prevent it from falling over the ship's side. There is one large shell hole in the starboard bow, this shot carried away half the bow. There are also four large shell holes on the starboard side and two big shell holes in the port side, one of these shells went into the wardroom and exploded and demolished everything within reach, besides wounding a number of men. The upper works have been completely riddled with small shells and the decks are strewn with the wreckage. The after funnel was struck by a shell and the funnel casing has opened out like a sheet of paper, both the inner funnels were hit by shells and the shells in passing through have caused a piece of plate to fall right across the openings, and blocking up the ventilation so that it is impossible for the smoke to escape from the funnels and as a result the smoke now comes out through the between decks. Everything about the ship both on deck and below have been damaged by shot and shell fire. The flag of the *Czarewitch* was hauled down on Monday at noon, and all the men on board had a most dejected look. The torpedo boats that sought refuge in the harbour at the same time as the cruiser were to have left Kiaochow on Monday at 3 p.m., but shortly before that time they received orders to remain where they were as it was considered too dangerous to venture outside the harbour.

On the way down on the 16th inst. the *Chinhuia* was stopped outside Tsingtao by one of the Japanese warships (the *Kasagi*) cruising off that port, and her papers, etc. were examined after which she was allowed to proceed on her voyage.

In submitting the final report of the committee on naval boilers "Admiral Domville," the chairman, admits that the recent experiences with Belleville's in the Mediterranean fleet were most favourable. The earlier, Belleville's were badly constructed and badly used. The report however still finds Belleville's undesirable, and recommends two watertubes of the Babcock and Wilcox type and the Yarrow large tube as satisfactory for battleships and cruisers without cylindrical.

BRITISH SQUADRON READY

FOR ALL EMERGENCIES

(From a Correspondent)

Weihaiwei, 11th August.

THE SEIZURE OF THE
"RESHTELNI"

STATEMENT BY RUSSIAN CAPTAIN.

"About one o'clock in the morning several boats with a Japanese officer and about thirty armed men approached my vessel. The officer came alongside and asked me if he might come aboard. I replied that I did not think that officers of nations which were fighting each other paid social visits, and asked him if he would be kind enough to tell me his business.

"He answered that he was under orders from the Japanese naval authorities to engage my vessel in a fight outside the harbour, or seize my ship and take my officers and men prisoners inside the harbour.

"I told him that we could not fight, as our vessel had been totally dismantled the preceding evening by the Chinese authorities; that all small arms and the breech blocks of our armament were in their possession; that our engines were disabled; and that we had placed ourselves under the orders of the Chinese Admiral; we were non-combatants, and were under his protection. That we had signed an agreement not to take up arms again.

"The conversation continued about an hour, my statement that we were in the hands of the Chinese being reiterated. There was alongside a boat with armed Chinese marines who were acting as a guard over us. The Japanese admiral insisted that we would have to fight or be taken prisoners, and I finally told him that we could not fight, but that we would not be taken prisoners. With that I struck him in the face with my fist. He grabbed at me and we grappled, and a moment afterward we went overboard together. At the same time I shouted to my men to throw overboard anyone who might get on board.

"Immediately the Japanese in the boats began firing and many of them clambered aboard, where the firing continued, together with hand to hand encounters. I continued to struggle with the officer in the water, and made an effort to get on board. The Japanese who had gained the deck shot at me, and a bullet pierced my thigh. I realized that I would soon be too weak to attempt to regain my vessel in the face of the fire directed at me, but being a strong swimmer, I turned about and made for some junks a short distance away.

"I reached the junks all right, but the Chinese on board, apparently frightened by the firing, struck at me with bamboo poles and prevented me from getting out of the water.

"I then turned in the direction of a steamer near by, which afterward proved to be a British merchant ship, and succeeded in getting on board, from where I was later removed to the Chinese cruiser.

"While I was swimming to the steamer, the Japanese in their boats came after me and fired at me.

"At the time the Japanese first approached my ship, I gave orders to one of my officers to go below and prepare to explode charges which would blow up the ship. He succeeded in placing two charges in the engine room and one in the magazine, and an explosion occurred about the time of my encounter with the Japanese officer, causing considerable damage. I don't think that the vessel will prove of much value to the Japanese, as I think the explosion caused sufficient damage to prevent her being towed very far.

"The boat from the Chinese man-of-war had been alongside with an armed guard since four o'clock the previous afternoon, the time when the dismantlement of my vessel was completed. This guard attempted to prevent the Japanese from molesting my ship, but the Japanese paid no attention to them, and were absolutely powerless to stop them from boarding the ship.

"When the Japanese came aboard they thoroughly understood that the ship had been dismantled hours before, as they were so notified by me at the time of their approach, and also by the Chinese admiral previously.

"Including myself, there were fifty-one persons on board my vessel—forty-seven men and four officers. Fifteen men are missing to-day. I think the explosion killed some of my men, and also some of the Japanese.

"This is a humiliating affair for me, and after I was wounded in the water, if I had a gun I would have killed myself."

STATEMENT OF COMMANDING OFFICER OF THE "HAI YUNG."

"About dark we noticed two torpedo boats entering the harbour; on their coming closer we identified them as Japanese. Admiral Sam sent his flag lieutenant to advise them to depart from the harbour. They consented to do this, but failed to comply within a reasonable time. The Admiral half an hour later went personally to communicate with them and insure an understanding and fulfilment of his order. They again consented to obey, but steamed in the direction of the Russian ship, where they anchored.

"A launch was sent from the flagship to investigate. A boat with an armed guard had been stationed at the dismantled vessel since four o'clock the previous evening.

"The Japanese made no move to get out of the harbour, and at about three o'clock in the morning sent several boats with several armed men and one officer who approached the Russian. The Chinese guard informed the Japanese that they could not board the vessel, as she had been dismantled and was now under Chinese protection. They paid no attention to this warning, but engaged in conversation with the Russian commanding officer, asking permission to go aboard. The Chinese officer again interfered, but the Japanese ignored the order.

"They then boarded the vessel, and the Japanese officer had a scuffle with the Russian captain, and both went overboard. The Chinese guard was powerless to do anything, and the Japanese then clambered on the deck and commenced firing. There was a general fight followed by a loud explosion.

"The Chinese guard, unable to do anything, moved away and assisted in picking up members of the Russian crew from the water. I saw the captain of the Russian ship swimming

toward the junks, with the Japanese boats pursuing and firing at him.

"One torpedo boat then attacked a tow rope to the Russian ship and started off. The flagship was informed, and when the torpedo boat and her tow passed, she was signalled to stop. The other torpedo boat circled around the Chinese cruisers, and ran alongside the flagship. They were then signalled that they must not leave the harbour with the Russian, at the same time the flagship being cleared for action, and the guns trained on the second torpedo boat. The latter replied that if she was fired on she would torpedo every Chinese cruiser in the harbour. The flagship answered that if they persisted in towing away the Russian, she would fire. The torpedo boat then promised that she would endeavour to overtake her companion, communicate the Admiral's message, and get her to return.

"She then steamed ahead, and in company with the other boat and the tow, proceeded directly to sea. The Admiral intended to enforce his order, but was deceived by the lying statement of the second torpedo boat. He was also afraid that if he fired unnecessarily, he might injure merchant shipping.

"Undoubtedly the Japanese were fully cognizant of the dismantling of the Russian vessel, because the Admiral advised them twice early in the evening, and also advised the Japanese consul several times about the matter. The dismantling was completed, and guns loaded in my launch at half past 4 o'clock on the preceding afternoon. Unquestionably the Japanese have committed a grave error."

COMMERCIAL.

Advices from Shanghai, dated 18th inst., state:—Business reported.—Shanghai and Hongkong Wharfs at Tls. 160 for September.

Indo-Chinas at Tls. 83 for August, Tls. 84 for September, Tls. 84 for October and Tls. 85 for December. Farnham, Boyd's at Tls. 171 for cash, Tls. 175 for September and Tls. 176/180 for December. Chinese Engineering and Mining Co. at Tls. 64. Maatschappij at Tls. 310 for August. Astors at \$34 for August and \$36 for December.

Business done direct.—North-Chinas at Tls. 67. Shanghai and Hongkew Wharfs at Tls. 165/167 for December and Tls. 167 for March, 1905. Indo-Chinas at Tls. 83 cash, Tls. 83 for August, Tls. 83 for September and Tls. 85 for December. Farnham, Boyd's at Tls. 172 for cash, Tls. 175 for October, Tls. 176/178/179/180 for December. Maatschappij at Tls. 312 for August. Pulps at Tls. 150 for August.

FREIGHT.

Freight settlements for the past week have been effected on an improved basis, and the tendency of the market is in favour of shipowners.

One of the first charters of the period under review, since the 12th inst., was an Indo-China steamer of 1,556 tons Moji to Swatow at \$2.30 per ton. Saigon to one port Philippines a small carrier obtained 28 cents per picul,

while a German vessel (1,522 tons) secured 42 cents per picul from the French colony of Kobe or Yokohama. Thirty-seven cents per picul was the rate fixed by a German steamer (1,109 tons) from Tjilatap to this port. For sugar loading the rate has improved to 30 cents per picul 3 ports N. C. Java to Hongkong. A British carrier was engaged at that rate. Several monthly charters have been fixed at the following rates, respectively, viz.—

German steamer, 1,109 tons, 1/ month at \$6.50 per month.

French steamer, 200 tons, 2/ month at \$3.00 per month.

German steamer, 1,252 tons, 4 months at \$6.00 per month.

German steamer, 966 tons, 6 months at \$5.00 per month.

Norwegian steamer, 891 tons, 6 months at \$6.00 per month.

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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"TYDEUS"	24th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.
S.S. "TYDEUS"	left Singapore for this port on the 19th instant, and is due on the 24th.	

HOMewardS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
* Taking Cargo for Liverpool at London Rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
CHEFOO, WEI-HAI-WEI and TIENSIN	"KANSU" †	26th August.
SHANGHAI	"WOOSUNG" †	29th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" * †	13th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd August, 1904.

Hongkong-Manila.**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 10th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th August, 1904.

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,193	Schuldt	September 14th.
"NUMANTIA"	4,370		October 10th.
"NICOMEDIA"	4,370	Wagner	October 23rd.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MAOAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7:30 A.M., on Excursion Days, at 8:30 A.M.; Week Days at about 2 P.M. and Sundays about 7:30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 10 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single, \$2; Return Ticket, \$3. Return Ticket including Cabin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$3 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

and Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

[16]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.**REDUCTION IN PASSAGE RATES,**
From 1st January, 1904.**ALSO REDUCED FARES TO**
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" ... 1,300 J. P. MARTIN
"KWONG TUNG" ... 1,280 H. W. WALKER

Leave Hongkong for Canton at 8:30 Every Evening (Saturday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

REGULAR STEAMSHIP SERVICE**TO NEW YORK,**

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1904. About

"ATHOLL" 20th September.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 23rd August, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Bourdin, will be despatched for the above Ports, on or about WEDNESDAY, the 24th August.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th August, 1904. [914]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.**FOR AMOY, STRAITS AND RANGOON**

THE Company's Steamship

"PUNDUA."

Captain will be despatched as above, on THURSDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 17th August, 1904. [944]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**FOR MANILA.**

THE Company's Steamship

"LOONGSAM."

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 26th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 20th August, 1904. [955]

AMERICAN ASIATIC STEAMSHIP COMPANY.**FOR NEW YORK via SUEZ CANAL**

THE Steamship

"EPSOM."

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September.

For Freight, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 4th August, 1904. [780]

"SHIRE" LINE STEAMSHIP CO.**FOR HAVRE, LONDON AND ANTWERP.**

THE Company's Steamship

"MERIONETHSHIRE."

Captain G. C. Cundy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

SAVARESSE'S
SANDAL
CAPSULESEfficacious because absolutely pure.
English Oil. Not made of
full directions! All Chemists.

MANUFACTORY SAVARESSE'S

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1904.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per line.)

One week	1.50
One month	7.50
Two months	15.00
Three	20.00
Six	37.50
Twelve	75.00

No charge less than one dollar.

Discount allowed on—

3 Month. Cont'd.	5 per cent.
6	" 10 "
12	" 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
5/- each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS.

CARDS.

CIRCULARS

EXPRESS

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap!

THE HONGKONG TELEGRAPH
OFFICE

Estimated rates for 4d glasses of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,
HONGKONG.

Intimations.

Zameh Marsof. From Shanghai—Misses H. Minami; Mr. Okada, M. Uchida, F. Yamashita, H. Matsushita, G. Smith and R. Grunberg, Messrs. T. Venomoto, T. Minami, James Brown, Samuel Aron, Wall and Jack Hardup. For Port Said from Shanghai—Mrs. V. Sokolow, Messrs. Cogan, Elvanger, Nader, Pourmann, Anderson, Chinkoff, Anachetto, Jannos, Zuergens, H. Helander, Alanka, Askretow, H. Sokolow, P. Wiyah and John Andrews. For Marseilles from Yokohama—Mr. and Mrs. Kobayakawa, and Mr. Noah Cole. From Kobe—Mr. and Mrs. Fujin, Messrs. F. F. Adamson, Geo. Sanderson and M. Hada. From Shanghai—Mr. and Mrs. Royes, Mrs. Trousselle, Mr. and Mrs. Auschir, Messrs. Poitevin, Rousse, Dericat, Lioir, Lafor, Trousselle, Martel, Carriere, Ruby, Henry, A. Rettig, Tann, Le Blou and Garel.

Shipping Report.

Str. Ecclesia from Philadelphia—Fine to moderate throughout.

Str. Kwangtung from Shanghai—Moderate N.E. winds, very fine.

Str. Zafiro from Manila—Light S.E. breeze till 4 p.m. on 21st inst., then strong N.E. breeze with moderate sea till arrival.

Str. Lightning from Calcutta—Moderate weather, zoole Norwegian barque *Ord* from Hongkong to Bangkok 62 days out, all well, Lat. 9° 16' N. Long. 109° 14' E.

Str. Eastern from Australia—Sydney to Brisbane strong S. and S.W. winds and squally, thence to Port Darwin moderate S.E. winds, with fine weather, thence to Banda Island moderate E. and E.S.E. winds and fine, thence to Manila fresh N.W. W. and S.W. winds and heavy rain squalls, then to Kapones Island fresh S.W. winds and moderate sea, thence to arrival fresh E. and E.N.E. winds, and fine weather.

Vessels in Port.

STEAMERS.

Amarra, Br. s.s., 1,566, C. J. Mattcock, 22nd Aug.—Saigon 18th Aug., Rice and Flour—J. M. & Co.

Ataka, Br. s.s., 2,393, J. Park, 18th Aug.—New York 23rd June, Petroleum—S. O. Co.

Changsha, Br. s.s., 2,300, T. Moore, 19th Aug.—Sydney via Ports 19th July, Gen.—B. & S.

Chwshan, Br. s.s., 1,281, B. S. Lawlor, 21st Aug.—Manila 18th Aug., Ballast—B. & Co.

Devawongse, Ger. s.s., 1,057, Ch. Kumpal, 10th Aug.—Bangkok 4th Aug., Rice—B. & S.

Eastern, Br. s.s., 2,272, W. G. MacArthur, 22nd Aug.—Sydney via Ports 30th July, Gen.—G. L. & Co.

Elisabeth Rickmers, Ger. s.s., 998, G. Gotsche, 20th Aug.—Bangkok 14th Aug., Rice—M. & Co.

Empress of India, Br. s.s., 3,032, O. P. Marshall, 16th Aug.—Vancouver 25th July, and Shanghai 13th Aug., Coal and Gen.—C. P. R. Co.

Formosa, Br. s.s., 2,915, B. W. Snow, 22nd Aug.—London 9th July, and Singapore 17th Aug., Gen.—P. & O. S. N. Co.

Gaelic, Br. s.s., 2,691, W. Finch, R. M.R., 19th Aug.—San Francisco 10th July, Honolulu 23rd, Yokohama 9th Aug., Kobe 11th, Nagasaki 12th, and Shanghai 13th, Made and Gen.—O. & O. S. S. Co.

Kohchang, Ger. s.s., 1,292, S. Simonsen, 21st Aug.—Banquet 11th Aug., Rice, Wood and Gen.—B. & S.

Koral, Ger. s.s., 1,098, H. Hirsch, 16th Aug.—Singapore 20th July, and Bangkok 9th Aug., Gen.—M. & Co.

Laeerte, Br. s.s., 1,341, J. B. Jackson, 13th Aug.—Salagon 9th Aug., Rice and Meal—W. Fat. Sing.

Lightning, Br. s.s., 2,122, J. G. Spence, 22nd Aug.—Calcutta 6th Aug., Penang and Singapore 17th Gen.—D. S. & Co., Ltd.

Loongsang, Br. s.s., 1,002, G. S. Weigall, 22nd Aug.—Manila 19th Aug., Gen.—J. M. & Co.

Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—Sandakan 4th Aug., Timber—J. M. & Co.

Namiao—Per Swatow, Chuanwei, Kumchuk and Samshui—Per Lintan, 25th Aug. 5 P.M.

Nantao—Per Taichuan, 25th Aug., 5 P.M.

Sanbuie—Per Ho Fu, 25th Aug., 5 P.M.

Macao—Per Wingchau, 25th Aug., 5 P.M.

Canton—Per Fatshan, 25th Aug., 5 P.M.

Canton—Per Fatshan, 27th Aug., 7.30 A.M.

Swatow, Amoy and Foochow—Per Hallan, 25th Aug., NOON.

Macao—Per Hengshan, 24th Aug., 1.15 P.M.

Siagon—Per Larriet, 25th Aug., 4 P.M.

Samshui, Shilung, Takking and Wuchow—Per Sansui, 25th Aug., 4 P.M.

Kongmoon, Kumchuk and Samshui—Per Fat. Sing.

Lightning, Br. s.s., 2,122, J. G. Spence, 22nd Aug.—Calcutta 6th Aug., Penang and Rice-flour—Wing Sing & Co.

Oscar II, Nor. s.s., 2,000, R. Olsen, 23rd Aug.—Kuching 16th Aug., Coal—M. B. K.

Rozario, Br. s.s., 980, Vivian, 23rd Aug.—Swatow 22nd Aug.

Clearances at the Harbour Office.

Samson, for Swatow, Chuanwei, for West River.

Orange, for Bangkok.

Chukong, for Macao.

Namiao, for Singapore.

Tai Hang, for West River.

Kwongchow, for Canton.

Lian, for Canton.

Pak Kong, for West River.

Pak Kong, for Canton.

Tricot, for Swatow.

Hatum, for Swatow.

Mausang, for Kudat.

Carl Diederichsen, for Hoitow.

Taming, for Manila.

Passenger arrived.

Per Hopalong, from Java Ports—Col. Brown, R.E.

Departures Aug. 23.

Tourane, for Europe.

Halloong, for Amoy.

Mathilde, for Tourane.

Samien, for Swatow.

Kouloon, for Canton.

Tyr, for Canton.

Wossing, for Canton.

Hatum, for Swatow.

Anglo Australian, for Calcutta.

Louther Castle, for Manila.

Hinrang, for Nagasaki.

Taming, for Manila.

Passenger arrived.

Per Hopalong, from Java Ports—Col. Brown, R.E.

Departures Aug. 23.

Tourane, for Europe.

Halloong, for Amoy.

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Passenger arrived.

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Departures Aug. 23.

Tourane, for Europe.

Halloong, for Amoy.

Mathilde, for Tourane.

Samien, for Swatow.

Kouloon, for Canton.

Tyr, for Canton.

Mails.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mail, will be despatched from this for
BOMBAY, on SATURDAY, the 27th August,
at Noon, taking Passengers and Cargo to the
above Ports in connection with the Company's
S.S. "Moldavia," 9,500 tons, from Colombo,
Passenger accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo, into the Mail
Steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Victoria,"
due in London on the 9th October.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th August, 1904.

Hongkong, 22nd August, 1904.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM SEATTLE, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 22nd August, 1904.

[12]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont...	9,606	T. W. Garlick...	Oct. 1
Tremont...	9,606	T. W. Garlick...	...
Lyra...	4,417	G. V. Williams...	...
Hyades...	3,753	Geo. Wright...	...

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.Shawmut ... 9,606 W. M. Smith... Aug. 29
Tremont ... 9,606 T. W. Garlick... Sept. 10CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shawmut" and "Tremont" have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 23rd August, 1904.

[12]

For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE with
GAS-ENGINE complete.

For full Particulars, apply to:

HUGHES & HOUGH,
8, Des Vœux Road.

Hongkong, 27th June, 1904.

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FOR SALE.

INCANDE-

SCENT,

Gasoline,

Lamps of all

descriptions

from the best

makers.

Incandescent

M a n t l e s ,

Chimneys,

Globes, Sha-

des, &c., for

Gasoline and

Gas.

at the most

moderate

prices.

Lamps fixed

up for Buyers

free of charge.

Naphtha of

the best kind

kept in stock.

N O T I C E

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10cts) per Single Copy.

Fraser and Neave, Limited.

Maynard and Company, Limited.

Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.

South China Morning Post, Limited.

TAI KWONG OO,

46, Lyndhurst Terrace,

Hongkong, 17th November, 1903.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on cargo:-

From London, &c., ex S.S. Persia.

Optional Goods will be landed here unless

instructions are given to the contrary before

1 P.M. TO-DAY.

Goods not cleared by the 28th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignee's

and the Company's representative at an ap-

pointed hour.

All claims must be presented within ten days

of the steamer's arrival here after which date

they cannot be recognised.

No claims will be admitted after the Goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd August, 1904.

SHARE QUOTATIONS!

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation								
80,000								
\$125								
\$125								
\$1,492,514								
Div. of £1,10/- @ exchange 1/6 15/16								
£16.41 for half-year ending 30.6.04								
64 %								
National Bank of China, Limited								
4,453								
£10								
£1								
£21,668								
\$3 (London 3/6) for 1903								
52 %								
Nil								
Union Insurance Society of Canton, Limited								